

CMAC Opening Plenary
Donald Roussel, Director General, Marine Safety
Government Conference Centre
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PARTNERSHIP

- Thank you very much. And thank you all for attending CMAC this fall.
- During some turbulent economic conditions, budgets continue to be tightened, and so many may question the value of meetings such as these. But perhaps by the end of today, you will agree that with our continued partnership, we can make the Canadian Marine Transportation system one that is safer, sustainable, and more environmentally responsible than ever before.
- As you all know and experience in your daily lives, our world is largely interdependent and inter-connected through travel, trade, and communications. Our issues are no longer defined by the boundaries of our provinces or country. In understanding how interconnected our issues really are, it is imperative to recognize the consequences that may follow within our global marine communities. Whether political, social, or economic, what happens in one part of the world may directly affect the Canadian marine industry, government, and the way we live our lives.

- The role CMAC plays in our marine community is critical. What happens here at CMAC, and in our part of the world, can have the same effect around the globe. What we do, talk about, and decide here, matters. So let us embrace this opportunity to better collaborate, to more effectively and efficiently solve the issues that impact our marine communities on local, national, and international levels.
- Twice a year, we invite you to CMAC to listen, voice your opinions, and see the progress that has been made. I assure you that we put a great deal of effort to making this event a success, and as our partners, we appreciate the time you have invested to be here today. Through this gathering, we want to ensure that you have a fair and balanced picture of Marine Safety in Canada, and to know not only where we are, but also where we are heading.
- Understand that your continued participation at CMAC may be the ‘official’ component of our partnership with you. But remember, this partnership does not end on Thursday. We want this official gathering to reflect the last six months and the next six months of ongoing good practices, working relationships, and – yes – partnership between Transport Canada, and you as our stakeholders.
- Every entity needs a partnership to achieve greatness. Partnerships are collaborative relationships between entities that require smart action and firm commitment. Participants in collaborative partnerships agree to be engaged, work together, and achieve a common goal. By virtue of a partnership, participants like you and me, share the risks, responsibilities, resources, and most importantly, the results.

- So today, I want you to keep the concept of partnership in mind. I encourage your active participation, ideas, and your voice, because in partnership, all of us will benefit from the results.
- Now, I would like to talk a little about our evaluation report and management response, so that you can see how your government of Canada partner is fairing.
- As part of ongoing governance, Marine Safety recently underwent an internal program evaluation. The results of this evaluation were recently presented to us, and included several recommendations.
- This evaluation is timely, seeing as we are in the midst of such a great amount of change – including the ongoing review and amendment of an unprecedented number of regulations, standards and publications under the *Canada Shipping Act, 2001*. As you can appreciate, having worked with us through our consultations, this has taken a great deal of mutual focus and energy.
- I am proud to mention that while the Evaluation Report identifies some areas where Marine Safety activities could be improved, it does state that the majority of expectations and goals were achieved. Furthermore, Marine Safety has already carried out many proactive approaches to address those areas that require more development.
- The Evaluation Report identified five recommendations:
- First, the Report recommended that Marine Safety focus more on fishing vessel safety and small vessel safety to maintain or improve the trend of reduced marine fatalities and commercial marine accidents. Marine Safety responded that inspection policies will be enhanced to target small fishing vessels and other small vessels. These enhanced policies

will require that each region develop a schedule of small vessel compliance inspections for their region.

- The Transportation Safety Board (TSB) is coming to the pinnacle of their investigation into the safety of small fishing vessels. The TSB investigation has, at its core, the belief that a holistic approach is necessary. I assure you, any recommendations made as a result of the TSB investigation will be addressed in a manner that supports safety of the small fishing vessel fleet, while taking into account the viability of the industry. But if we are to have a holistic solution, it will mean that we must do in collaboration with one another. Otherwise anything less, will not succeed.
- The second recommendation was for Marine Safety to improve the way we document, categorize, and analyze deficiencies under Flag State Control. Over the next couple years, Marine Safety will enhance our Flag State Control database by standardizing the collection and analysis of deficiencies of Canadian registered vessels. This should enhance our capacity to identify and target risk, by providing a uniform approach to the categorization of deficiencies.
- The next recommendation was for Marine Safety to adopt a systematic approach to provide training to inspectors, both refresher training and specialized training. We will enhance our list of nationally organized “mandatory” and “specialized” training, which makes up the core training of our Marine Safety inspectors. This list will form the basis for a policy that will define national and region-specific training.

- Another recommendation is for Marine Safety to strengthen its functional leadership and monitor delegated activities. Marine Safety is working to streamline senior management responsibilities to enhance the functional direction provided to regional offices and, therefore, to the marine industry stakeholders.
- The final recommendation is for Marine Safety to conduct a review of its inspection fees, with a view of finding ways to bringing them closer to market rates for similar services. We see this as a priority, and will continue the work that is currently being done in this area. A plan to bring inspection fees in line with market rates, TBS Guidelines, and the *User Fee Act* will be developed.
- As you know, to guide us in these endeavours, Marine Safety has a strategic plan in place, as well as a draft business plan, which will be shared with you once finalized.
- I would also like to talk about a couple of Marine Safety's priorities. You will, of course, be able to hear more about all the files we are advancing during the sessions this week.
- First, I would like to touch on our progress regarding a couple environmental issues.
- As you know, we are making progress on the Emission Control Area on our East and West coasts that we previously announced. With International Maritime Organization adopting the proposal put forth by Canada, the U.S., and supported by France, we are now in a position to be able to reduce air pollution from ships transiting this area.
- Regarding the Great Lakes, as you in the industry are well aware, the Canadian Lakers are vastly different from the U.S. fleet, and were in danger of suffering from regulations proposed by the U.S. We are working to come to a mutually agreeable solution, and will continue to work on this. However, we must also recognize that the Canadian Great

Lakes fleet is in need of modernization, and since the majority of this fleet relies on residual fuel, we will need to consider a different approach.

- On Friday, October 1, the announcement by the Minister of Finance regarding the repeal of the 25 percent duty signified a major commitment from the Government to support the renewal of Canada's fleet. We will now examine options for how a renewed fleet in the Great Lakes and St. Lawrence Seaway can meet stringent standards on air pollution.
- On that same Friday, late at night in London England at the IMO, its member countries agreed to technical regulations under Annex VI to the MARPOL Convention, which includes efficiency targets new ships must meet. This represents a significant breakthrough in international negotiations to regulate greenhouse gas emissions from ships.
- You will hear more about these and other environmental updates during the sessions this week.
- Through the *Canada Shipping Act, 2001*, we are transitioning to a risk-based inspection regime. For Marine Safety, this means using a risk-based approach to direct inspection resources towards operators that require more assistance to meet regulatory requirements. It also means that Marine Safety must have a strong oversight regime, one that has learned from the best practices of existing international models, and one that the inspectorate supports.
- Last winter I met with all Marine Safety Inspectors to further enhance awareness and understanding of the requirements of the *Canada Shipping Act, 2001*, and the strategic direction that Marine Safety is taking. We pledge to continue to communicate to our inspectors, management, and to you as our stakeholders, on progress we are making.

- Finally, Transport Canada is actively participating in the Government of Canada's initiatives to streamline regulatory processes, which, for Marine Safety, includes continued modernization of the *Navigable Waters Protection Act*. To this end, we've completed consultations on the conversion of the Minor Works and Waters Order and are now drafting the proposed regulations, which we expect to bring into force by 2012. We will, of course, provide more information in the session this week.
- I have only mentioned a select few out of many initiatives that will be brought to you during this CMAC. I encourage you to discuss, bring your ideas forward, and in partnership with us, pioneer solutions that will contribute to safer, sustainable, and more environmentally responsible marine communities.
- Before I turn the microphone over to the next speaker, I remind you that our partnership does not end when we depart on Thursday. As you become engaged through your support, guidance, and comments this week, and when you return home, the need to work together, in partnership, will remain essential in order for us succeed. The way forward will require flexibility and compromise, which rings true in the nature of partnership.
- I will leave you with a story to help explain what I mean – I know you cannot beat a good ship story!
- As part of his program to fortify the German navy, Kaiser William himself once designed a battleship.
- The completed plans were sent to the Italian minister of the marine, Admiral Brin, then considered the world's leading naval architect, whose remarkable assessment was duly relayed to the Kaiser:
- The ship's firepower, range, and speed were all unrivaled by existing vessels.

- Moreover, so well designed were its inner spaces that everyone - from commander to cabin boy - would herald it a miracle of modern convenience and efficiency.
- The only problem, the report concluded, was that, should the ship ever actually find itself on the water, it would sink like an immense brick.
- As you can see, your partners will tell you what you may not want to see, but that you need to hear in order to get done what needs to be done.
- We are open to this, and ready to receive your input. That is the power of partnership.

Thank you.